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STRESS DIESEL, TRACTOR DEVELOPMENT

LABORATORY ASSISTS PLANT IN DIESEL REPAIR -- Leningradskaya Pravda, 13 Apr 51

The Leningrad Repair Plant, Ministry of Agriculture USSR, and the tractor and agricultural machine repair laboratory of LenVIM (Leningrad Division, All-Union Scientific Research Institute for the Mechanization of Agriculture) have been working together since 1949. The first major joint effort of the two organizations was the development of devices for restoring basic parts of the Universal tractor. In 1950, the plant turned out large quantities of devices designed by the laboratory for use in MTS.

The Leningrad Repair Plant started to organize the repair of tractor diesels at the end of 1950. Since the plant's workers had no experience with diesel engines, they needed the laboratory's help in this exacting task. The laboratory workers designed stands for testing oil pumps and starting motors. When the first repaired diesels were assembled, it was found that they did not develop sufficient power, and that the oil pumps did not develop pressure. At this point, the entire staff of the laboratory pitched in and helped the plant correct its shortcomings. Now the plant has mastered the technology of diesel repair and the laboratory has gathered much valuable data on the adaptability of these methods for use in other repair plants. -- A. Dmitriyev, director, Leningrad Repair Plant; M. Doganovskiy, director, Leningrad Division, All-Union Scientific Research Institute for the Mechanization of Agriculture

DEMAND DIESEL FUEL PUMPS -- Leningradskaya Pravda, 11 Apr 51

The usual method of filling tractor tanks by means of a bucket and funnel wastes time and fuel, and often contaminates the diesel fuel. Last year, LenVIM designed a pump and filter for diesel fuel. One brigade on the Volosovo MTS saved more than 3 tons of petroleum products last year by using these pumps.

The Leningrad Repair Plant started to build a test model of the pump, but could not finish it because Sel'khozsnab (Agricultural Supply) did not have pumps and gasoline-proof hose. Construction of an all-metal pump was also discontinued. Energetic measures must be taken to supply MTS with filling pumps for the coming field work.

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PROMISE TO INCREASE THE POWER OF SEMIDIESEL -- Kiev, Pravda Ukrainy, 6 Apr 51

The 22-horsepower semidiesels manufactured by the Melitopol' Plant imeni 30th Anniversary of the Komsomol are not sufficiently powerful for threshing. Aided by the Institute of Gas Utilization, Academy of Sciences Ukrainian SSR, plant workers have promised to increase the engine's horsepower to 30, and are now working out the design of the new engine.

OIL PUMPS ON DIESELS FUNCTION POORLY -- Moscow, Seriya Traktorist i Kombayner, Mar 51

The connecting-rod bearings and the main bearings of the 1D-26/30 diesel engine frequently burn out during operation. This engine also consumes excessive amounts of precious oil, up to 15-16 liters during 8 hours of work. Poor functioning of the oil pump causes these troubles.

In the BR-75 oil pump, mounted on this diesel, the oil enters the pumping ducts by gravity flow through a central adjusting screw. When the oil level in the tank falls, the amount of oil fed into the pumping ducts decreases, and the connecting-rod bearings burn out as a result. To prevent this, the mechanic frequently has to regulate the flow of oil to all six pumping ducts by means of the single adjusting screw. This increases oil consumption, causes the diesel to operate poorly, and throws oil into the exhaust pipe.

An MTS mechanic has developed a supplementary tank filter which is attached to the oil pump and corrects this condition.

PLANT DEVELOPS ELECTRIC TRACTOR -- Kiev, Pravda Ukrainy, 27 Apr 51

The Kharkov Tractor Plant imeni Ordzhonikidze has built an experimental model of the KhtZ-12 tractor, which has the same power as the DT-54 diesel tractor.

SHIPS TRACTORS TO CANAL PROJECTS -- Moscow, Izvestiya, 27 Apr 51

The Altay Tractor Plant recently shipped an above-plan consignment of ATZ-NATI tractors to the Volga-Don and Main Turkmen canal projects.

MASS PRODUCES HYDRAULIC MECHANISMS -- Moskovskaya Pravda, 22 Mar 51

The Moscow Plant imeni Budenny, Ministry of Automobile and Tractor Industry USSR, has begun the mass production of the NS-52 hydraulic mechanism for use on the U-2 tractor in conjunction with suspension hydraulic machines. In December 1950, the plant made ten hydraulic mechanisms, in January 1951 it made 50, and in February, it made 165 instead of the 150 called for by the plan.

RR CAR PLANT MAKES TRACTOR PARTS -- Leningradskaya Pravda, 28 Mar 51

The Leningrad Railroad-Car-Building Plant imeni Yegorov has organized the production of spare parts, such as bearings and bushings, for tractors. This year, the plant is putting out twice as many spare parts for tractors as it did in 1950.

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BLAMES OVERCONSUMPTION FOR PARTS SHORTAGE -- Moscow, Izvestiya, 24 Apr 51

K. Pshenichnyy, manager of the Vinnitsa Oblast Avtotraktorosbyt (Automobile and Tractor Sales) Office, complains that MTS of the oblast overconsumed a million rubles' worth of spare parts during 1950. Many MTS have already, in the first quarter, used up the greater part of their 1951 allotments of spare parts.

Well organized MTS not only stay within their allotments, but also save considerable quantities of parts. In such MTS, the tractor driver does not receive a new part without first turning in the old one, and workers are held materially responsible for damaging machinery.

Gorokhovskiy, chief of the Oblast Administration of Agriculture, and Masimov, its chief engineer, have been unconcerned over the fact that a number of MTS have been squandering parts for years.

There is not sufficient exchange of technical information. For instance, three MTS are successfully reconditioning scarce No 121 axle shafts for the KhTZ tractor, but other stations which are constantly short of this part are not doing any reconditioning.

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